



COMDTINST 7310.1V
03 NOV 2021

COMMANDANT INSTRUCTION 7310.1V

Subj: REIMBURSABLE STANDARD RATES

- Ref: (a) Federal Accounting Standards Advisory Board, Statement of Federal Financial Accounting Standards No. 4, Managerial Cost Accounting Standards and Concepts
 (b) Office of Management and Budget, Circular No. A-25 (Revised)
 (c) 31 U.S.C. § 1535, Agency agreement
 (d) 14 U.S.C. § 701, Cooperation with other agencies, States, territories, and political subdivisions
 (e) 14 U.S.C. § 712, Contracts with Government-owned establishments for work and material (Project Order Authority)
 (f) Financial Resource Management Manual (FRMM), COMDTINST M7100.3 (series)

- PURPOSE.** This Instruction communicates adjustments in the cost of operating Coast Guard assets and non-asset missions. It consolidates hourly program costs for: CG mission assets, personnel, ATON, pollution clean-up, vehicles, outpatient visits, canine and dive teams, and deployable C5I equipment. It assigns responsibility and delegates authority to Commandant (CG-83) for the publishing and updating of personnel rates. This Instruction must be used when computing reimbursable charges in accordance with References (a) and (b).
- ACTION.** All Coast Guard unit commanders, commanding officers, officers-in-charge, deputy/assistant commandants, and office chiefs of headquarters staff elements must comply with the provisions of this Instruction. Internet release is authorized.
- DIRECTIVES AFFECTED.** Reimbursable Standard Rates, COMDTINST 7310.1U, is hereby cancelled. New rates will take effect 30 days after this Instruction has been signed.

DISTRIBUTION – SDL No. 170

	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z
A																										
B	X	X	X		X	X	X	X	X		X	X	X	X	X		X	X		X						X
C	X	X	X	X	X	X	X		X		X		X	X									X		X	
D	X	X		X	X																				X	
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NON-STANDARD DISTRIBUTION:

4. DISCUSSION.

- a. The Coast Guard enters into reimbursable agreements with other government agencies, states, territories, and political subdivisions in accordance with References (c), (d), and (e), as applicable, and the cost of the services and/or supplies must be recovered. Lacking a more specific statutory authority as prescribed by References (d) and (e), the Economy Act permits heads of agencies or major organizational units within an agency to place orders with a major organizational unit within the same agency or another federal agency for supplies or services. A condition of the Economy Act requires actual cost recovery. The enclosed rates represent full actual cost to the Coast Guard for use of its resources.
- b. The standard rates are derived using an activity-based costing system, the Expense Allocation Model (EAM), to aggregate the Coast Guard's direct and indirect operating costs and assign those costs to its asset and non-asset missions. The EAM begins with USCG total annual operating expense – and breaks it into direct, support and overhead costs and allocates these costs to asset classes. These represent the in-government costs. Out-of-government costs include all of the above, plus pension, depreciation and the cost of capital. The hourly rates are calculated using Activity-Based Management (ABM) and survey software technology to capture its costs and levels of effort. The standard rates are calculated by dividing the total asset class cost by total program or resource hours per class (3 yr. average).

5. DISCLAIMER. This guidance is not a substitute for applicable legal requirements, nor is it itself a rule. It is intended to provide operational guidance for Coast Guard personnel and is not intended to nor does it impose legally-binding requirements on any party outside the Coast Guard.

6. MAJOR CHANGES. Major changes to this Instruction include updates to: Enclosure (1) Hourly Standard Rates for Aircraft, Boats, and Cutters and Enclosure (2) Hourly Rates for Personnel.

7. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS.

- a. The Office of Environmental Management, Commandant (CG-47) reviewed the development of this Commandant Instruction and the general policies contained within it, and determined that this policy falls under the Department of Homeland Security (DHS) categorical exclusion A3. No further environmental analysis is necessary in accordance with the U.S. Coast Guard Environmental Planning Policy, COMDTINST 5090.1 (series).
- b. This Commandant Instruction will not result in any substantial change to existing environmental conditions or violation of any applicable federal, state, or local laws relating to the protection of the environment. It is the responsibility of the action proponent to evaluate all future specific actions resulting from this policy for compliance with the National Environmental Policy Act (NEPA), other applicable environmental

mandates, and the U.S. Coast Guard Environmental Planning Policy, COMDTINST 5090.1 (series).

8. DISTRIBUTION. No paper distribution will be made of this Instruction. An electronic version will be located on the Commandant (CG-612) web sites. Internet: <http://www.dcms.uscg.mil/directives> and CG Portal: <https://cg.portal.uscg.mil/library/directives/SitePages/Home.aspx>.
9. RECORDS MANAGEMENT CONSIDERATIONS. Records created as a result of this Instruction, regardless of format or media, must be managed in accordance with the records retention schedules located on the Records Resource Center CGPortal site: <https://cg.portal.uscg.mil/units/cg61/CG611/SitePages/Home.aspx>.
10. POLICY.
 - a. Use the “Outside Government” rates for services provided to customers outside of the Federal government. Use the “Inside Government” rates for intra-governmental services.
 - b. The Coast Guard currently has a negotiated rate for certain government users of the Polar Icebreakers. The Office of Waterways and Ocean Policy (CG-WWM) is responsible for publishing and updating the non-standard rate.
 - c. The “direct” portion of the standard rates includes both fixed and variable components. Therefore, these rates must not be used to calculate reimbursement for Federal Emergency Management Agency (FEMA) and foreseeable costs related to contracting actions, cost justification for use of military aircraft, or incremental operations costs. Rates for these purposes will be promulgated separately.
 - d. Reimbursable rates for services provided, which are not covered by this Instruction, must be developed in consultation with Commandant (CG-834).
 - e. These rates, where appropriate, should be supplemented with out-of-pocket costs such as:
 - (1) Extra maintenance required due to extraordinary facility use or abuse, based on the actual costs of the additional materials and labor.
 - (2) Incidental personnel expenses such as travel and per diem.
 - (3) The cost of any special equipment purchased solely for the purpose of providing a reimbursable service.
 - f. The Office of Resource Management (CG-83) is responsible for publishing and updating the Reimbursable Personnel Cost and Standard Personnel Cost tables annually in accordance with Reference (f).
11. FORMS/REPORTS. None.

12. SECTION 508. This Instruction was created to adhere to Accessibility guidelines and standards as promulgated by the U.S. Access Board. If changes are needed, please communicate with the Coast Guard Section 508 Program Management Office at: Section.508@uscg.mil.
13. REQUEST FOR CHANGES. Address questions concerning these standard rates or the determination of other charges to the Costing Team at hqs-dg-lst-cg-834-costing-team@uscg.mil.

/MARK J. FEDOR/
Assistant Commandant for Resources
Chief Financial Officer

- Encls:
- (1) Hourly Standard Rates for Aircraft, Boats, and Cutters
 - (2) Hourly Standard Rates for Personnel
 - (3) Standard Rates for Replacement or Repair to Damaged Aids to Navigation
 - (4) Hourly Standard Rates for Pollution Clean-Up Equipment
 - (5) Standard Rates for Vehicles
 - (6) Standard Rates for Outpatient Visits
 - (7) Standard Rates for Canine Teams
 - (8) Standard Rates for Dive Teams
 - (9) Standard Rates for Deployable C5I

HOURLY STANDARD RATES FOR AIRCRAFT, BOATS, AND CUTTERS

1. Rate Computation. The hourly standard rates for aircraft, boats, and cutters are divided into two categories “Inside Government” and “Outside Government.” The “Inside Government” rate is for use when charging other Federal agencies within the government. The “Outside Government” rate is for use when charging all others. FEMA rates are promulgated separately. To access FEMA rates navigate to CG Portal at: https://cg.portal.uscg.mil/units/cg83/CG834/SitePages/CG-834_Costing_Tools.aspx and review the Variable Rates under Costing Tools.
2. Rate Application - Inside Government. The following are the components of the “Inside Government” rate in accordance with Reference (a):
 - a. Direct Costs: Represents direct costs incurred by a particular asset class. This includes labor, employee benefits, fuel, maintenance, etc.
 - b. Support Costs: Costs allocated to a particular asset class for support received from Coast Guard support activities, including but not limited to, Area Commands, Districts, Sectors, Sector Field Offices, Bases, etc.
 - c. General and Administrative (G&A): Costs allocated to a particular asset class to represent benefit received from Coast Guard general and administrative activities such as legal services, payroll processing, etc.
3. Rate Application - Outside Government. In addition to the costs listed in the “Inside Government” rate, the following additional costs are included in the “Outside Government” rate in accordance with References (a) and (b):
 - a. Pension Benefit Adjustment: Costs incurred for retirement pay and medical expenses.
 - b. Operating Asset Depreciation: Depreciation by class of cutter, aircraft, boats, buildings, structures, electronics, and other assets.
 - c. Operating Asset Cost of Capital: The annual rate of return (equal to the average long-term Treasury Bond rate) applied to the net book value of cutters, aircraft, boats, buildings, structures, and other assets.

Hourly Standard Rates for Aircraft, Boats, and Cutters

		Inside Government Rate				Outside Government Rate (added components)			
		Direct	Support	G&A	Total	Pension	Op & Other	Op & Other	Total
						Adjustment	Asset Depreciation	Asset Cost of Cap	
Aircraft	HC-144	\$6,326	\$1,531	\$4,355	\$12,213	\$2,124	\$516	\$823	\$15,676
	HC-27J	\$8,505	\$772	\$5,338	\$14,615	\$2,372	\$439	\$939	\$18,364
	C-37 (Note 1)	\$10,693	\$4,022	\$4,993	\$19,709	\$8,607	\$9,668	\$2,596	\$40,581
	HC-130H	\$8,642	\$1,479	\$5,923	\$16,044	\$2,761	\$467	\$1,039	\$20,311
	HC-130J	\$9,436	\$3,102	\$7,243	\$19,782	\$4,246	\$587	\$1,554	\$26,169
	MH-60T Jayhawk	\$8,565	\$2,015	\$5,315	\$15,895	\$2,898	\$571	\$1,131	\$20,496
Boats	MH-65D Dolphin	\$6,816	\$724	\$4,310	\$11,850	\$1,910	\$360	\$893	\$15,014
	49' Stern Loading Bouy Boat	\$1,318	\$691	\$1,145	\$3,154	\$518	\$319	\$115	\$4,106
	AtoN 55' (ANB)	\$3,384	\$5,382	\$1,742	\$10,508	\$2,103	\$1,736	\$319	\$14,667
	AtoN 63' 64' (ANB)	\$2,900	\$1,614	\$1,413	\$5,927	\$959	\$492	\$178	\$7,556
	ATON Boat - Small (AB-S)	\$2,692	\$866	\$1,175	\$4,732	\$976	\$514	\$183	\$6,406
	Motor Lifeboat (47')	\$1,166	\$454	\$925	\$2,544	\$458	\$253	\$109	\$3,364
	Response Boat - Medium	\$1,133	\$419	\$954	\$2,505	\$468	\$248	\$108	\$3,329
	Response Boat - Small (25')	\$531	\$278	\$356	\$1,165	\$225	\$106	\$48	\$1,544
	Response Boat - Small (29')	\$459	\$175	\$488	\$1,122	\$184	\$116	\$45	\$1,467
	AtoN Boat – Skiff (AB-SKF) & Shore-Based Skiff (SKF)	\$4,512	\$656	\$4,141	\$9,309	\$1,438	\$1,070	\$380	\$12,197
	Short-Haul Ice Rescue Skiff (SKF-ICE)	\$3,534	\$582	\$4,061	\$8,176	\$1,307	\$849	\$317	\$10,649
	Special Purpose Craft (20' Airboat, SPC-AIRBOAT)	\$4,228	\$2,231	\$4,896	\$11,356	\$1,834	\$1,032	\$420	\$14,641
	Special Purpose Craft (22' Airboat, SPC-AIR)	\$4,160	\$5,676	\$2,799	\$12,635	\$2,243	\$930	\$351	\$16,159
	Special Purpose Craft - Heavy Weather	\$2,647	\$1,360	\$2,044	\$6,051	\$1,061	\$464	\$298	\$7,873
	Special Purpose Craft - Law Enforcement	\$411	\$90	\$363	\$864	\$169	\$93	\$40	\$1,166
	Special Purpose Craft - Near Shore Lifeboat	\$1,155	\$1,176	\$1,431	\$3,761	\$606	\$290	\$116	\$4,774
	Special Purpose Craft - Shallow Water	\$841	\$191	\$852	\$1,884	\$318	\$188	\$78	\$2,468
	Special Purpose Craft - Training Boat	\$1,222	\$241	\$1,431	\$2,893	\$482	\$303	\$116	\$3,795
	Trailerable ATON Boat (21') (26')	\$934	\$345	\$858	\$2,137	\$377	\$214	\$88	\$2,817
	Transportable Port Security Boat (25') (32')	\$1,737	\$251	\$2,159	\$4,148	\$653	\$429	\$160	\$5,391
Utility Boat - Medium (25' - 40' 11")	\$8,647	\$2,122	\$715	\$11,484	\$2,887	\$926	\$449	\$15,745	
Cutters	WAGB-420 HEALY Icebreaker	\$11,791	\$2,890	\$3,852	\$18,533	\$5,100	\$656	\$2,810	\$27,098
	WMSL-418 National Security Cutter	\$3,896	\$7,353	\$5,316	\$16,565	\$3,540	\$6,847	\$4,967	\$31,919
	WAGB-399 Heavy Icebreaker	\$8,707	\$2,980	\$6,159	\$17,846	\$6,781	\$529	\$1,807	\$26,962
	WHEC-378 High Endurance Cutter	\$3,844	\$2,208	\$5,704	\$11,757	\$2,689	\$108	\$540	\$15,094
	WIX-295 Training Barque	\$2,753	\$3,204	\$3,709	\$9,666	\$2,273	\$90	\$282	\$12,311
	WMEC-282 Medium Endurance Cutter	\$1,424	\$2,608	\$4,508	\$8,541	\$2,665	\$401	\$618	\$12,225
	WMEC-270 Medium Endurance Cutter	\$2,732	\$1,364	\$4,634	\$8,730	\$1,798	\$738	\$636	\$11,901
	WLBB-240 Great Lakes Icebreaker	\$7,387	\$2,940	\$4,149	\$14,475	\$4,030	\$595	\$1,483	\$20,583
	WLB-225 Sea Going Buoy Tender	\$3,080	\$2,231	\$3,274	\$8,584	\$1,813	\$888	\$566	\$11,852
	WMEC-210 Medium Endurance Cutter	\$1,970	\$795	\$3,671	\$6,436	\$1,345	\$167	\$331	\$8,279
WLM-175 Coastal Buoy Tender	\$2,275	\$1,000	\$2,317	\$5,593	\$1,123	\$808	\$412	\$7,935	

	Inside Government Rate				Outside Government Rate (added components)			
	Direct	Support	G&A	Total	Pension Adjustment	Op & Other Asset Depreciation	Op & Other Asset Cost of Cap	Total
WLIC-160 Inland Construction Tender	\$1,641	\$1,280	\$1,610	\$4,531	\$849	\$119	\$121	\$5,619
WPC-154 Fast Response Cutter	\$1,904	\$1,177	\$1,722	\$4,803	\$965	\$1,161	\$630	\$7,560
WTGB-140 Icebreaking Tug	\$1,975	\$925	\$1,636	\$4,536	\$1,054	\$184	\$287	\$6,061
WPB-110 Patrol Boat	\$2,580	\$1,353	\$1,456	\$5,389	\$1,607	\$153	\$281	\$7,430
WLI-100 Inland Buoy Tender	\$3,350	\$2,775	\$2,428	\$8,553	\$1,653	\$989	\$135	\$11,330
WLIC-100 Inland Construction Tender	\$3,573	\$1,611	\$1,533	\$6,717	\$1,738	\$881	\$178	\$9,514
WPB-87 Patrol Boat	\$1,199	\$642	\$881	\$2,722	\$496	\$214	\$111	\$3,543
WLIC-75 Inland Construction Tender	\$1,429	\$671	\$1,445	\$3,545	\$551	\$140	\$65	\$4,301
WLR-75 River Buoy Tender	\$1,132	\$517	\$1,644	\$3,293	\$557	\$303	\$102	\$4,255
WLI-65 Inland Buoy Tender	\$3,527	\$2,659	\$1,388	\$7,575	\$1,674	\$934	\$474	\$10,658
WLR-65 River Buoy Tender	\$2,270	\$867	\$1,706	\$4,843	\$848	\$285	\$172	\$6,149
WYTL-65 Small Harbor Tug	\$2,860	\$1,056	\$1,375	\$5,291	\$905	\$198	\$107	\$6,501

Note: 1. Do not include Depreciation or Cost of Capital when computing rates for the leased C-37.

HOURLY STANDARD RATES FOR PERSONNEL

1. **Rate Computation.** Hourly standard rates for personnel services are based on prevailing annual standard personnel costs related to employee productive hours as reflected in Coast Guard Manpower Requirements Manual, COMDTINST M5310.6 (series). The rates are presented on the following page. Factors representing incurred but unfunded retirement and medical costs are included for customer effort external to the government.
2. **Rate Application.** Personnel rates provided in this Enclosure are a derivative of the Standard Personnel Costs and are intended to be applied to reimbursement sought (in arrears), where the Coast Guard seeks reimbursement for services provided after the fact, or for long-term response events. Average hourly rates for customers inside and outside the government are presented for those situations that require computations on an hourly basis.
 - a. Reimbursements for personnel services that involve extended periods of time (e.g., monthly or yearly) can be found on CG Portal at: https://cg.portal.uscg.mil/units/cg83/CG834/SitePages/CG-834_Costing_Tools.aspx and review the Reimbursable Personnel Cost (RPC) worksheets for the desired fiscal year. If assistance is still needed, please contact Commandant (CG-834) Costing Team for appropriate guidance.
 - b. Of particular note, charges for normal crews are contained within the rates for Aircraft, Boats, and Cutters. Please use standard personnel rates listed below only where additional personnel reimbursement is appropriate.
 - c. Actual costs for travel and per diem, if applicable, must also be included in reimbursement. Use the following link for travel and per diem rates: <https://www.defensetravel.dod.mil/site/perdiem.cfm>.
 - d. Reimbursable agreements that utilize apportioned reimbursable budget authority should use the RPC tables, which provide calculated costs for reimbursable positions to be included in planned or anticipated Inter/Intra-Agency agreements when the Coast Guard is the Seller agency. The rate table is found on CG Portal at: https://cg.portal.uscg.mil/units/cg83/CG834/SitePages/CG-834_Costing_Tools.aspx.

HOURLY RATES FOR PERSONNEL (\$)

<u>Rank</u>	<u>In Gov't (\$) Rate</u>	<u>Out Gov't (\$) Rate</u>	<u>Grade</u>	<u>In Gov't (\$) Rate</u>	<u>Out Gov't (\$) Rate</u>
O-10	165	244	ES-00	155	167
O-9	160	237	AL-00	140	151
O-8	148	218	AD-00	109	118
O-7	145	214	GS-15	128	137
O-6	130	190	GS-14	111	119
O-5	115	169	GS-13	93	100
O-4	103	150	GS-12	78	84
O-3	87	127	GS-11	69	74
O-2	73	106	GS-10	60	65
O-1	57	82	GS-09	58	63
CADET	24	33	GS-08	55	59
			GS-07	49	52
W-4	91	134	GS-06	45	48
W-3	84	123	GS-05	41	44
W-2	79	116	GS-04	39	42
			GS-03	32	35
E-10	109	161			
E-9	88	129	WG-15	66	71
E-8	78	113	WG-14	64	68
E-7	71	103	WG-13	62	66
E-6	63	92	WG-12	59	64
E-5	55	80	WG-11	57	61
E-4	46	66	WG-10	55	59
E-3	37	53	WG-09	52	56
E-2	34	49	WG-08	50	54
E-1	25	35	WG-07	48	51
			WG-06	45	48
			WG-05	42	45
			WG-04	40	43
			WG-03	37	40
			WG-02	34	37

STANDARD RATES FOR REPLACEMENT OR REPAIR OF DAMAGED AIDS TO NAVIGATION

1. Rate Computation. Two possible components may apply when computing a charge for repair or replacement of a damaged or destroyed aid to navigation (ATON). These components are discussed below, however, they do not include vessel, boat, or vehicle time which must be determined separately based upon this Instruction. Additional policy on charges for aids to navigation work is contained in 33 C.F.R. Part 74.
2. Rate Application - Replacement Costs. For costs associated with replacement of fixed or floating ATON, refer to the price lists located on the Waterways Operations Product Line (WOPL) website at the following URL:
<https://cg.portal.uscg.mil/units/silc/CE%20Product%20Lines/WW/SitePages/Home.aspx>.
 - a. Replacement costs for floating ATON shall consist of the buoy, chain, associated mooring hardware and sinker, signal equipment (to include retro-reflective tape and lettering/numbering), and the related transportation cost.
 - b. Replacement cost for fixed ATON structures shall be the actual cost of construction materials and associated signal equipment. If replacement is accomplished using a contractor, charges should include contract cost, contract management cost (including inspection) and actual cost of government furnished equipment.
 - c. Charges shall include the cost of temporary floating aids until the damaged aid is replaced.
 - d. Replacement costs shall also include government labor and be computed using the personnel rates contained in this Instruction.
3. Rate Application - Temporary Aids. Charges for temporary aids shall include the actual cost for the retrofit and signal equipment needed to place the aid in the water. After retrieval of the temporary aid, include the cost to place the buoy in ready-for-issue condition.
 - a. Servicing costs vary throughout the Coast Guard and shall be computed locally at the District level by prorating costs based on the buoy type, operational region, and relief period. Costs should then be verified by WOPL. The monthly servicing cost for a steel buoy is computed by dividing overhead cost by the number of months in a relief cycle. If a buoy has a 9-year relief cycle, the overhead cost is divided by 108 months.
 - b. Engage the WOPL for current overhaul costs by buoy type and operational region.
 - c. In applying these computed rates, one month is 16 or more days of use.
 - d. Labor for buoy servicing at CG support facilities shall be computed using personnel rates contained in this Instruction. Labor for buoy servicing at commercial facilities is captured in overhaul costs provided in paragraph 3.a.
4. Questions concerning computing charges for damaged aids shall be referred to (primary) WOPL at D05-DG-SILC-WOPL or (secondary) Commandant (CG-NAV-1) at HQS-DG-1st-CG-NAV-1.

HOURLY STANDARD RATES FOR POLLUTION CLEAN-UP EQUIPMENT

1. Rate Application. Apply these charges for every full or fractional hour of use, excluding transit time. Make separate charges for:
 - a. Cost of Coast Guard Strike Team personnel operating and/or supervising operations of equipment based on standard rates for personnel, Enclosure (2);
 - b. Cost of Coast Guard Unmanned Aerial System (UAS) requires a Pilot, Observer, and Mission Commander, Enclosure (2);
 - c. Cost of Coast Guard Combat rubber raiding craft (CRRC’s) to deploy with a Coxswain and boat crew members, Enclosure (2);
 - d. Actual fuel costs associated with use of equipment including fuel required for transit and sustaining, per Enclosure (5);
 - e. Cost of transporting equipment to and from the job site;
 - f. Actual reimbursement cost when performed by a contractor; and,
 - g. Actual cost to decontaminate equipment following usage. To obtain cost guidance on any other equipment not listed below contact Commandant (CG-MER-1) or Shore Infrastructure Logistics Center (SILC) – Waterways Operations Product Line (WOPL).

<u>Equipment Type</u>	<u>Rate</u>	<u>Equipment Type</u>	<u>Rate</u>
<u>Systems</u>		<u>Hydraulic Power Units</u>	
Large Pumping System w/ Trailer	\$136	Deutz Prime Mover	\$22
Viscous Oil Pumping System	\$149	Highstar Prime Mover	\$30
VOSS Trailered System	\$371	<u>Generators / Compressors</u>	
Inclined Plane DIP600 Skimming System	\$259	Generac 6.5 KW	\$4
Hazmat Response Trailer (HMRT)	\$296	Genpro 10.5 KW	\$5
Command & Control Trailer (C2)	\$150	Honda 4.5 KW	\$3
Inflatable Boom (5 reels) w/ Trailer	\$288	Honda 5.5 KW	\$3
Level A Trailer/Basic Incident Command Post (BICP)	\$79	Honda EX 1000 1.0 KW	\$2
Boom Mooring System	\$48	Honda EB 11000 10.5 KW	\$5
Small Pump System	\$81	Ingersol-Rand Compressor	\$12
<u>Booms</u>		<u>Temporary Storage Devices</u>	
Fast Sweep Boom	\$38	CANFLEX Seaslug (12,000 gal)	\$73
Foam Filled Boom (500 ft)	\$25	CANFLEX Seaslug (25,000 gal)	\$102
Foam Filled Boom, 3 Boxes ea 500 ft w/ Trailer	\$88	<u>Monitoring Equipment</u>	
Inflatable Boom, 48 in (650 ft/1 reel)	\$58	MultiRAE	\$8

Enclosure (4) to COMDTINST 7310.1V

<u>Pumps</u>		AreaRAE	\$13
CCN-150 Pump	\$15	UltraRAE 3000	\$13
DOP 160 Pump	\$9	Dustrak	\$17
DOP 250 Pump	\$14	Fluorometer	\$13
Non-Submersible Pumps	\$19		
<u>Robotics</u>		<u>Trailers / Vehicles</u>	
FIRSTLOOK 110	\$24	42 ft VOSS Trailer	\$80
PACKBOT 510	\$123	48 ft VOSS Trailer	\$80
		All Terrain Vehicle (ATV)	\$15
		Unmanned Aerial System (UAS)	\$18
<u>Skimmers</u>			
DESMI 250 Skimmer and Control Std	\$40		
High Speed Skimmer	\$77		

Note: Spilled Oil Recovery System (SORS) is not listed as a standard rate cost item because it is considered part of the Allowance Equipment List (AEL) for the Juniper Class Buoy Tenders (WLB's). Each SORS consists of two of the following: DESMI Terminator Weir Skimmer, SORS Control Stand, Hydraulic Hoses, Outrigger Arm, Fast Sweep Boom, and Canflex Bladders. Some of these components are listed above, but not as a complete SORS unit. The standard rate for the WLBs includes the AEL items as part of the rate. For additional information, contact SILC WOPL at 252-331-6000, x3031.

STANDARD RATES FOR VEHICLES

1. Rate Computation. Standard rates for vehicles are available from General Services Administration (GSA) at the following web site: <http://www.gsa.gov/vehiclerates>. These rates represent averages for similar vehicle types from different regions of the country.
2. Rate Application. Rates are applied for every full or fractional mile or month of use. These rates can be prorated to a daily rate, if necessary. If the vehicle is a commercial rental or GSA lease, charge actual cost of the rental, if available. Include a charge for personnel if the driver is not attached to another unit (such as Aircraft, Boats, or Cutters) involved in the operation.

Note: The most current GSA vehicle rates apply.

3. For additional information, contact Commandant (CG-834), Costing Team at 202-372-3573.

STANDARD RATES FOR OUTPATIENT VISITS

1. Rate Computation. All medical services provided to authorized beneficiaries in Coast Guard medical facilities are recorded using paper records and electronic healthcare systems (DoD and TRICARE). Personally Identifiable Information (PII) is protected in accordance with DHS Handbook for Safeguarding Sensitive Personally Identifiable Information. Protected Health Information (PHI) is managed in accordance with Health Insurance Portability and Accountability Act of 1996 (HIPAA). Commandant (CG-11) is responsible for management and oversight of the medical records. Commandant (CG-11) is responsible for executing reimbursable agreements with other government agencies. Rates for the exchange of medical goods and services are determined in accordance with 10 U.S.C. § 1085 and 14 U.S.C. § 506. Commandant (CG-832) is responsible for all activities related to recording accounts receivable transactions and reconciling them in the Coast Guard Core Accounting System (CAS). The Coast Guard Finance Center is responsible for invoicing the appropriate uniformed service.
2. For further guidance, contact Commandant (CG-832) at HQS-DG-LST-CG-832@uscg.mil or 202-475-5058.

STANDARD RATES FOR CANINE TEAMS

1. Expense Reimbursement. The Military Working Dog (MWD) is considered “Government Equipment” for reimbursement of expenses incurred by the handler while performing official travel. When computing standard rates for a canine team’s services, the following charges should apply:
 - a. Canine handler based on the standard rates for personnel per Enclosure (2);
 - b. Canine handler cover officer based on rates for personnel per Enclosure (2);
 - c. Transportation cost of a military working dog, with the handler in the cabin, or as cargo; whether included in the handler’s fare or when billed separately;
 - d. Standard rate for vehicles per Enclosure (5);
 - e. Parking and Toll fees;
 - f. Air Fare (includes kennel handling fees and additional ticketing fees for military canines);
 - g. Vehicle rental for full-sized rental car, truck, or sport utility vehicle;
 - h. Cleaning fee for rental vehicle when transporting a canine;
 - i. Full locality Per Diem (lodging, meals, and incidentals) for Canine handler and cover officer;
 - j. All lodging fees (cleaning, handling) associated with military canines; and
 - k. All kennel and handling fees at an airport or place of lodging for military canines.
2. Application. Reimbursable rates should be applied for official travel only and should include vehicle mileage to and from the team’s home base to the requesting authority’s site. Kenneling, canine fees, air fare, vehicle rental, and per diem should be charged for missions that require overnight stays outside the team’s commuting area.

Note: A MWD is not considered a pet. When calculating reimbursement charges, personnel off-duty time should not be included.
3. For further guidance, contact Commandant (CG-721) at HQS-DG-LST-CG-721@uscg.mil or 202-372-2647.

STANDARD RATES FOR DIVE TEAMS

1. Rate Computation. When computing standard rates for a dive team's services, the following charges should apply:
 - a. Each dive team member based on standard rates for personnel, Enclosure (2);
 - b. Standard rate for vehicles, Enclosure (5);
 - c. Vehicle rental;
 - d. Parking and toll fees;
 - e. Air fare;
 - f. Vessel rental;
 - g. Per diem; and
 - h. Dive equipment rental (typically limited to SCUBA bottles).
2. Rate Application. Rates should be applied for every full hour of use and should include vehicle mileage to and from the team's home base to the requesting authority's site. Per diem should be charged for missions that require overnight stays outside the team's commuting area. A normal dive team is comprised of six (6) members. More divers may be required based upon mission needs.

Note: When calculating "usage" charges, personnel off-duty time should not be included.
3. For additional information, contact Commandant (CG-7212) at HQS-DG-LST-CG-7212@uscg.mil or 202-372-2575.

STANDARD RATES FOR DEPLOYABLE C5I

1. Rate Computation. Charges shall be applied for every full or fractional day of use, including transit time for mobile assets and personnel. Separate charges are incurred for:
 - a. Cost of Coast Guard Communications Command (COMMCOM) Deployable and Contingency Communications (DCC) technicians setting up and/or supervising the use of equipment including per diem and lodging expenses, per Enclosure (2).
 - b. Actual fuel costs associated with use of equipment including fuel required for transit and sustaining generator power systems, per Enclosure (5).
 - c. Costs outside of personnel and fuel are as follows:
 - (1) Enhanced Mobile Incident Command Center (eMICP):
 - (a) \$27,960/mo;
 - (b) \$6,524/wk;
 - (c) \$937/day; and,
 - (d) The daily cost to add satellite data and telephony (Voice Over IP) is \$1,423.
 - (2) Mobile Communications Vehicle (MCV):
 - (a) \$27,960/mo;
 - (b) \$6,524/wk;
 - (c) \$937/day; and,
 - (d) The daily cost to add satellite data and telephony (Voice Over IP) is \$1,101.
 - (3) Commercial Satellite Service (Data and Telephony):
 - (a) Deployable Contingency Communications System (DCCS) satellite based Fly-Away kits:
 - 1) \$257/day; 2 Mbps up – 512 Kbps down / \$100 activation and \$100 deactivation fee;
 - 2) \$1,799/wk;
 - 3) \$2,570/10 days; and,
 - 4) \$7,710/mo (30 days).

- (b) DRS: No cost associated.

Note: Data and telephony require two separate satellite systems and are billed separately. The billing period resets every (30) days and is per kit.

- (4) Portable SIPRNET Kit (PSK): The Portable SIPRNet Kit will require a satellite connection billed separately per Paragraph 1.c. above. The PSK is typically deployed with one (1) supporting technician. The requesting unit incurs the costs for technician and connectivity.
- (5) Standard rates for personnel apply per Enclosure (2).
- (6) Standard rates for vehicles apply per Enclosure (5).

Note: All DCC assets use diesel fuel, which is estimated using prevailing market rates. A minimum of four (4) personnel will accompany the eMICP and MCV. Depending on the dynamics of the mission, more personnel may be assigned as necessary by COMMCOM.

- 2. To obtain a complete cost analysis for use of the Deployable C5I assets/equipment, contact the LANTAREA Deployable C5I Asset Manager at (757) 398-6330 or COMMCOM at COM-SMB-Watch@uscg.mil or at (757) 421-6240. COMMCOM can fund most Coast Guard internal requests. Requesting commands will be aware of all charges prior to final approval/authorization and deployment of resources.